

**Michigan Statewide Long Range Transportation Plan  
March/April Meetings  
Easel Pad Summary**

**Bay City**

- Waterway use – ports or rivers
- Need an east/west roadway north of Route 69.
- Promote public transit statewide on TV and radio as State Police do for seatbelt safety or road/highway workers do for those working on roadways. This would help improve the image of transit.
- Focus on providing training dollars necessary to insure better trained transit professionals. Transit dependent customers are becoming more plentiful and at times more challenging.
- Tie funding to county road commissions to standards that include non-motorized transportation. Example: No funding for roads with threshold levels of traffic density and/or speed. Low density development has made cycling increasingly dangerous.
- Every Michigan resident should have access to at least a basic level of affordable public transportation service.
- Carpool/Vanpool lots are needed in rural areas.
- A better route is needed from Saginaw, Midland, and Bay City to the west side of Michigan.
- In the past transportation projects have spawned uncontrolled growth, urban sprawl, environmental problems, and issues with land use, water and air quality. Transportation projects should enhance not degrade the State.

**East Lansing**

- Funding for operating buses, drivers and dispatches is needed.
- Adapt roads for the changing needs of seniors
  - Wider lines
  - Bigger signs
  - Wet night reflectivity
- Add more bike lanes for safety.
- Retrofit bridges for all modes.

**Ferndale**

- Private/Public transportation
- We need roads that last.
- Important corridors



- Gratiot
- Grand River
- Woodward
- Expressways
- Connector routes to all modes of travel.
- Modes to carry bicycles.
- Safe, secure, well lit (solar).
- Alternative technology; solar, hydrogen, and wind.
- Look at solar bus stops.
- Require all cities to install marked and connected bicycle paths.
- Promote commuting by bicycle.
- Rural transit would reduce crime.
- Better accommodations for the disabled.
- More innovative financing such as a distance-based tax.
- Bus shelters and benches at all bus stops.
- A unified and efficient mass transportation system. Detroit will never get back on it's feet if people can not get to the City or around it safely and reliably.
- Better coordination of construction. It is hard to find alternative routes during construction.
- Better public transportation (rail transit).
- Condition of buses is usually very poor physically, as well as with emissions.
- Mass transportation might help integrate a very segregated system.
- Increase State CTF money to local transit system, allow improved service frequency, avoid service reductions, and route elimination.
- Build recreational trails away from high traffic areas.
- Better access for disabled residents.
- More funding for mass transit and paratransit systems.
- More cooperation between townships, counties and government in providing mass transportation and paratransit services and integration of those services statewide.
- Better integration with mass transit and paratransit. We need a system with trains, planes and greyhound buses.
- We need light rail from downtown Detroit to Pontiac, Ann Arbor and Mt. Clemons. The State of Michigan should increase the sin tax, lottery or the casino.
- We need to look at merging funds that are spent on transportation. Presently there are 63 federal funds that give states money to spend on transportation and only 6% are actually funneled through the Department

of Transportation. The largest use of public dollars is in the Department of Health and Human Services, next is the Department of Education and third is the Department of Labor. We need to find ways of pooling this money together so there is no duplication of services. We need to look outside of the box and be more creative and innovative to get the most from every dollar we spend.

- Higher user fees or national gas tax that pays at the pump for all of the costs of bringing oil over to America. Gas tax to pay for military in the Persian Gulf Region.

### **Kalamazoo**

- Comfort (i.e. bus shelters) (2 Dots)
- Special lanes for trucks
- No build US 131. (1 Dot)
- Expansion of US 131 to encourage economic development for the area. (18 Dots)
- The indecision on US 131 over the past 5-10 years (or more) has had more impact on buyers and sellers in the area. A concrete decision would make people deal with what is going to happen rather than what maybe. (3 Dots)
- No build on 131 is not an option. (4 Dots)

### **Dearborn**

- Connectivity is important for transit and walking facilities.
- Access across bridges for bicycles and pedestrians.
- Support priority to lower global warming gases.
  - Rail
  - Hybrids
  - Hybrid buses
  - Walking and bicycles
- Consider impacts of major transportation projects on the environment, especially air quality.
- Better coordination of transportation planning within regions. Evaluate all project impacts together not project by project.
- Good ADA transportation in Michigan, especially Detroit.
- Extend or regulate pedestrian crosswalk timing, based on the width of the road and set a minimum for specific lengths.
- We need on-time paratransit, when late alternative transportation should be provided. It is not safe waiting for hours.
- Need more bus routes to high level employment areas (12 Oaks Mall).

- Airport – Need assistance for people picking up people who are disabled or slow walkers.
- Most of this won't matter until twenty years or less, unless we develop alternative power fuel sources.

### **Grand Rapids**

- Muskegon-GR-Holland commuter rail (like Chicago trains). (1 Dot)
- Metro rail connecting: central station, GVSU Pew Campus, DeVos Place, Medical Hill, Davenport, Aquinas, Eastown, Spectrum, Gaslight Village, Calvin College, Woodland Mall, Aerotech Business Park, Ford Airport (1 Dot)
- Public education that transportation improvements benefit all – not just select groups. (1 Dot)

### **Gaylord**

- Establish new service, county-wide transportation across county lines.
- Develop bus systems that are not confined to counties.
- Combine public transit systems, school bus routes and other transit systems.
- Fuel efficiency – alternative fuels
- Install cameras in buses for safety.
- Keep snowmobiles off of limited access highways.
- Red light running enforcement.
- Have buses run later in the evening and on weekends.
- Expand bicycle trails and sidewalks.
- Require non-motorized trails be developed between “major” communities at the same time or prior to major road improvements.
- Have SAFETEA-LU funding for non-motorized trails be available to non-Act 5 agencies or have MDOT serve as an applicant along non-state routes.

### **Escanaba**

- Rail transit
- Economic development stimulated by transportation investments.

### **Alpena**

- Need to expand rail capabilities, especially passenger rail utilizing existing railroad rights-of-ways. Do not abandon lines that will be extremely difficult to re-use in the future.

## **Champion**

- Coordinate and increase county highway safety initiatives.
- Locate Ishpeming TSC in a more strategic location like L'Anse.
- Increase road commission funding. (2 dots)
- More action from our legislators – gas taxes tied to inflation, alternative funding (1 dot)
- Equity for the Upper Peninsula.
- Upgrade and improve maintenance on local roads.
- Economic Development/Tourism – stimulate with transportation – \$180.00 Allocated towards
- More money for maintenance operations.
- More investment in bus transportation for the elderly and handicapped.

## **St. Ignace**

- A formula to compute funding on a regional basis is needed, example: large area/low population density vs. areas with high density population.
- A better system of funding public transit is needed in Northern Michigan where ridership density is not high.
- Public transit is needed in Northern Michigan for low income workers to get to and from their jobs.
- Replace commercial and passenger railroad system throughout the state, but especially in Northern Michigan.
- Development of dial-a-ride public transit systems for rural communities.
- Need to educate the public about transportation values and alternative funding options.
- More dial-a-ride destinations and times are needed.
- More regional systems for transit (bus, dial-a-ride).
- Improve partnerships between service providers.
- Expand Newberry's bus routes.

## **Ann Arbor**

- Dedicated HOV and Bus Lanes
- Interface between modes of trains – port – and states, countries, etc.
  - I.e. Boats from Wisconsin to rail to roads, to bike paths, buses, etc. “Connectivity”
  - I.e. #2 International borders – expedite crossings!
- Extend market for rail passengers by using dedicated buses like those in California has done. (Michigan used to be a leader in this field.)

- The politicians need to catch up to the people in the people's desire to improve rail, bus and other public transportation.
- Harden highway shoulder(s) to allow buses – to ride on them & bypass highway grid lock i.e. S.B. US-23 @ M-14.
- High speed rail in SE Michigan.
- Cooperative development of transit thru public/private funding.
- More pedestrian bridges.
- Commuter rail along U.S. 23 between Brighton & AA rather than freeway expansion.
- Need a coordinated, reliable, high speed public transit system that covers the whole state **and** allows passengers easy access to out-of-state sites such as Chicago, Cleveland, New York, Philadelphia, and Washington, DC.
- Bike paths.
- Enabling legislation for local road funding.